

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Hungary/Bulgaria/USSR	REPORT	
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The Kilia Channel

The Russians have tried to dredge the Kilia channel to a navigable depth and had reached a depth of 12-14 feet but this has now silted up to 6-7 feet.

2. The traffic in Russian iron ore (pyrites) was stopped during the summer of 1952 but has been resumed and has increased in volume. Bulgarian iron ore is shipped from Somovit and Svichtov to Hungary. Hungarian bauxite is shipped down the river to Izmail and some Russian timber up the river to Hungary.

3. The electric lamp and tube factory Egysult Izzó is now producing apparatus to follow the flight of shells (radar ?) and television receivers. [redacted] at a loss to explain this as there is no television transmission in Hungary. 25X1

4. The Ganz Shipyard of Hungary is to deliver the 37th and 38th ships of its contract with the Soviets. Work on the passenger vessel for Poland has been suspended owing to lack of raw materials.

5. Since October 1952, foreign vessels are not followed by launches between Braila and Sulina as they formerly were.

6. Movements of Hungarian Vessels.

- a. The TISZA carried 1,100 tons of Hungarian sugar from Braila [redacted] and loaded 220 tons of [redacted] tobacco [redacted] 25X1
- b. The SZEGED carried 500 tons of Hungarian sugar [redacted] and returned with a full cargo of [redacted] cotton for Czechoslovakia. 25X1
- c. The DEBRECEN carried 400 tons of scrap iron [redacted] for Hungary.

25 YEAR RE-REVIEW

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-2-

7. The TISZA was to continue working in the Near East during the winter of 1952-1953, but the SZEGED, the BUDAPEST, and the DEBRECEN, were to refit in Budapest. The TISZA was to refit for three weeks in [] during the winter. All ships were to be ready by the end of February 1953.

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8. Meszhart (Hungarian-Soviet Navigation Co.) complained of the delays in [] ports and of the difficulty of shipping scrap iron [] the TISZA remained [] for two weeks trying to collect the 1,100 tons that had been contracted, but eventually sailed with only 350 tons.

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